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Government of Saskatchewan

Annual Report 1981-82

The Transportation Agency of Saskatchewan

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Contents

Transmittal 2

Introduction 2

Goals and Objectives 3

Duties and Responsibilities 4

Staff Resources 4

Saskatchewan Advisory Council on Transportation 5

Expenditures 6

Agency Activities in 1980-81 7

Surface Transportation Division 7

Community Services Branch 9

Transportation Policy Branch 13

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Letter of Transmittal

To The
Honourable C. Irwin McIntosh
Lieutenant Governor
of the Province of Saskatchewan.

May It Please Your Honour,

I have the honour to submit the Annual Report of the Transportation Agency of Saskatchewan for the fiscal year ended March 31, 1982.

Respectfully submitted,

Eric Berntson
Minister in Charge
The Transportation Agency of Saskatchewan

Introduction

Transportation has always been a vital factor in the social and economic development of Saskatchewan people.

The formation of the Transportation Agency of Saskatchewan reflected the recognition of the vital role which transportation continues to play in furthering the economic and social progress of Saskatchewan.

The Transportation Agency is charged with the responsibility of achieving greater coherence and effectiveness among various Provincial transportation policies and programs. In addition, it has the responsibility of influencing the direction of national transportation policies to ensure that they also work in the best interests of Saskatchewan development.

As programs which achieve effectiveness and co-ordination in areas of Provincial transportation are developed, they are, where practical, transferred to the program department best suited to administer these programs.

Goals and Objectives

The Transportation Act provided that: the Agency shall:

(a) participate in or co-ordinate programs respecting transportation services in the Province that may be specified by the minister and that are being undertaken or are to be undertaken by any department or agency of the Government of Saskatchewan;

(b) initiate research and investigation into matters relating to transportation services and facilities in the Province and into such particular matters respecting transportation as may be referred to it by the minister;

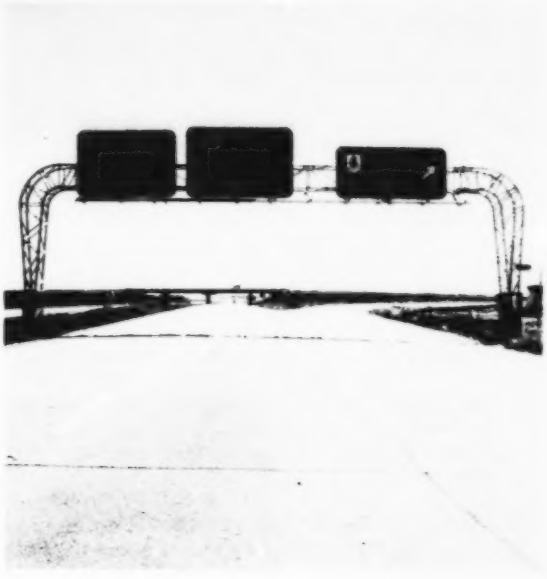
(c) consult with and provide information and technical, administrative or other assistance to persons or organizations in conducting research and investigations into matters respecting transportation in the province and in communicating the results of such research and investigations;

(d) where directed by the minister to do so, undertake such measures as the agency considers advisable to promote the provision of transportation services to persons in the Province on an equitable basis in order to enhance the economic, social and cultural opportunities of persons in rural and remote regions of the Province;

(e) collect, assimilate and publish in suitable form statistical and other information concerning matters relating to transportation in the Province;

(f) prepare and modify from time to time as circumstances require, for the consideration of the Lieutenant Governor in Council, a scheme or proposal for a comprehensive transportation system in the Province;

(g) formulate and develop proposals or schemes for the provision of transportation services for any area or areas of the Province;



(h) make recommendations to departments and agencies of the Government of Saskatchewan and to such persons and organizations as the Agency considers appropriate respecting any programs or services related to transportation in the Province.

In order to carry out these duties, the Agency has adopted the following specific objectives:

1. to develop greater coherence, strength and compatibility in transportation policy formulation and programming.

2. to provide a mechanism for effective Government decision-making in the area of transportation policy and programming; and

3. to lead related agencies in the process of developing coherent program efforts that will result in an effective transportation system for the Province.

Duties and Responsibilities

The organization and specific responsibilities of the various branches within the Transportation Agency are as follows:

A. Transportation Policy Branch

This Branch is responsible for establishing the longer-range and broader directions for transportation development in Saskatchewan, with particular emphasis on Federal-Provincial liaison, collaboration and negotiations

— The Branch is responsible for formulating transportation policies in conjunction with other provincial governments where appropriate, which are conducive to maximizing economic development.

— The Branch conducts research and analysis for the Government on a wide range of national policy issues that impact on regional and Provincial development.

— The Branch is concerned with the process of formulating Provincial and National policies and as such is responsible for drafting policy positions, press releases, and ministerial statements for internal and public discussions of transportation issues.

B. Surface Transportation Division

This Division concerns itself with the more technical aspects of transportations system development. In this regard, the Division is responsible for:

— developing, in conjunction with implementing agencies, a sound, comprehensive strategy for capital expenditure in transportation systems which avoids overlap or gaps within a mode, and links alternative modes so that transportation needs of Saskatchewan are adequately served;

— monitoring actions of implementing agencies with a view to improving systems and eliminating conflicts and inconsistencies in approaches put forward by respective agencies;

— providing a set of development priorities in transportation which, in turn, can be used in the process of resource allocation on a broader basis;

— working closely with and providing rate and transportation cost information to firms and Government agencies involved in determining the proper location of an industrial or commercial enterprise in the Province.

C. Community Services Branch

This Branch focuses on the transportation needs of Saskatchewan communities when those needs determine the viability of communities or promote economic and social development.

— The Branch analyzes the impact of transportation services on communities and works to ensure that their maximum needs are safeguarded or if possible enhanced.

— The Branch provides a continuing monitoring function on all transportation services delivered to communities and reports on relevant issues and situations regularly.

— The Branch also works with communities in addressing their grievances with carriers through hearings or direct discussions with agencies, corporations or governments in a position to respond to their needs.

Staff Resources

The establishment of the Transportation Agency of Saskatchewan as of March 31, 1982 was eighteen (18). Establishment by branches is shown below:

Executive Administration	4
Administration	2
Surface Transportation Divison	6
Transportation Policy Branch	4
Community Services Branch	2
Total	18

Saskatchewan Advisory Council on Transportation

The Saskatchewan Advisory Council on Transportation was established for the purpose of providing advice and guidance to the Saskatchewan Government on high priority transport issues and policies referred to it by the Minister.

In September, 1981 the Minister asked the Council to study a proposal put forward by the Roads and Transportation Association of Canada (RTAC) committee related to truck weights and dimensions. This study resulted in the following recommendations being made to the Government:

1. That long term permits be made available to the trucking industry for the operation of overlength vehicles on the 4-lane highways system.

2. That the gross vehicle weight on the primary highway system be increased from 50 000 kg to 53 500 kg.

3. That the gross vehicle weight on the secondary highway system except 100 series northern roads be increased from 33 600 kg to 49 000 kg.

4. The Highway Traffic Board in conjunction with other agencies including the trucking industry review and revise accordingly the existing driver training program and license classification system.

These recommendations were accepted by the Government in January 1982. Recommendations 1, 2 and 3 have been implemented. Additional work is required with respect to driver training and license classification.

The member organizations and their representatives on the Council in 1981-82 were:

Dr. Harold Baker (Chairman)
University of Saskatchewan

Mr. James T. Knight
Brotherhood of Locomotive Engineers

Dr. John H. Archer (Vice Chairman)
University of Regina

Mr. Joseph R. Ashfield
Saskatchewan Weekly Newspaper Association

Dr. Philip J. Thair
University of Saskatchewan

Mr. Boyd M. Anderson
Saskatchewan Association of Rural Municipalities

Mayor Ted Brady
Saskatchewan Urban Municipalities Association

Dr. Art Bergan
University of Saskatchewan

Mr. Don Lockwood
Saskatchewan Wheat Pool

Mr. Cal Udell
Saskatchewan Trucking Association

Mr. Charles S. Mitchell
Member-at-large

Mr. Keith Wiggins
Saskatchewan Federation of Agriculture

Mr. Lloyd Stanhope
National Farmers Union

Mr. Gerry L. Bobbitt
Saskatchewan Chamber of Commerce

Agency Expenditures For the Fiscal Year Ended March 31, 1982

EXECUTIVE ADMINISTRATION		$103,410.80
Personal Services	$ 98,167.61	
Contractual	5,227.19	
Material and Supplies	16.00	
ADMINISTRATIVE SERVICES		27,362.47
Personal Services	21,043.04	
Contractual Services	6,144.42	
Material and Supplies	175.01	
TRANSPORTATION		541,302.00
Personal Services	363,577.07	
Contractual Services	167,520.17	
Material and Supplies	8,918.11	
Acquisition of Property	1,286.65	
Grants to Organizations		224,540.00
Western Transportation Advisory Council	37,640.00	
Transport 2000 Saskatchewan	9,000.00	
Hudson Bay Route Association	1,500.00	
Port Churchill Development Board	26,400.00	
Saskatchewan Transportation Company	150,000.00	
		$896,615.27

Agency Activities in 1981-82

Surface Transportation Division

Road Transportation Branch

1. Saskatchewan Advisory Council on Transportation

In 1981, Road Branch staff provided secretarial services to the Saskatchewan Advisory Council on Transportation and generally assisted them with a study related to commercial vehicle weights and dimensions. The study resulted in:

(a) the weight limits on primary highways being increased from 50 000 kg (110,000 lbs.) to 53 500 kg (118,000 lbs.);

(b) the weight limits on secondary highways being increased from 33 600 kg (74,000 lbs.) to 49 000 kg (108,000 lbs.); and

(c) long term permits being made available for the operation of overlength vehicles on the four lane divided highway system.

2. Overlength Vehicle Program

Road Branch staff negotiated several agreements with companies requesting permits to operate overlength vehicles on the four lane divided highway system. The agreement set out driver requirements, vehicle specifications and maintenance and operating procedures.

3. Timber Transportation and Bulk Commodity Policies

Staff negotiated several agreements involving those policies which govern the operation of overweight and overdimension vehicles hauling raw materials in Saskatchewan. A major transportation agreement was drafted between Prince Albert Pulp and the Provincial Government. The agreement will be signed as soon as negotiations are complete.

4. Heavy Oil Road Impact Study

A major study was undertaken to determine the impact of the heavy oil industry on rural municipal roads. This study resulted in a revised Industrial Access Road Policy designed to assist rural municipalities and industry.

5. Potash Corporation Truck Haul Feasibility Study

A study was initiated to determine the road costs associated with a potash truck haul from Rocanville to the United States border. This study will be completed in 1982.

6. Forestry Road Study

Staff initiated a study to determine the appropriate road standard and level of maintenance for forestry roads in northern Saskatchewan. This study will be completed in 1982.

7. Vehicle Specification Study

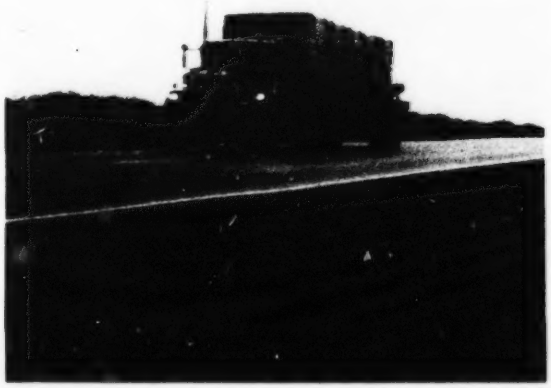
The Agency in conjunction with the timber industry undertook a study to determine appropriate vehicle specifications for trucks hauling timber under overweight and/or overdimension permits.

8. Grain Handling and Transportation Study

Staff undertook work related to estimating transportation costs associated with alternate methods of grain collection.

9. Miscellaneous Projects

Road Branch staff conducted several smaller transportation studies and prepared reports for internal Government use. Included were Cabinet and Treasury Board Submissions and studies prepared for a Cabinet Planning Conference.



10. Equipment Testing and Evaluation

Staff continued to work with industry in testing and evaluating new transportation equipment and technology.

11. Transportation Grants

The Agency made a grant to Saskatchewan Transportation Company regarding the operation of the Community Service Lines.

12. Road Impact Studies

Staff conducted several road impact studies for rural municipalities where concentrated truck hauls were to occur.

Rail Transportation Branch

1. Railway Engineering

The Branch staff continued to provide professional services to the urban centres of Regina and Yorkton involved with relocating railway facilities and services from within their jurisdictions.

Canadian Pacific Consulting Services consultants were retained to determine the final location and costs of relocating rail services at Yorkton under the joint scrutiny of the City and Agency Rail Branch. The study should be completed in the 1982/83 fiscal year.

The Rail Branch developed aggregate rail costs information for use by the City of Yorkton in their negotiations with the railways. Negotiations will be continuing into next year.

2. Abandoned Rail Rights of Way

Negotiations have continued with the Federal Government on an agreement (Federal/Saskatchewan) in which all abandoned railway properties gifted by the railways to the Federal Government will be transferred to the Provincial Crown for final disposition. Finalization of the joint agreement is anticipated shortly. Initial contacts were made with the railways concerning the transfer to the Province of non-gifting lands.

Concurrently, the Transportation Agency, having policy development responsibility is developing disposition procedures and cost implications to the Province with the Departments of Agriculture and Rural Affairs.

3. Grain Handling and Transportation

The Branch continued to investigate and monitor the several options available to transport and grain handling bearing in mind the Federal Branch Line Rehabilitation Program, the Gilson investigation and report, the need for expanding Western rail capacity, the short line concept, road impacts and future grain and other commodity movements captive to rail.

4. Dangerous Commodities

The Agency has monitored and continued its support to activities by the Federal Government, railways, the CTC (Canadian Transport Commission), and civic organizations to develop safer ways of handling dangerous goods by rail and to deal with emergency situations when accidents occur.

Branch activities on the rail movement of dangerous goods commenced following publication of the inquiry by Justice Samuel Grange. A submission was made by the Agency at the "Show Cause" hearing held by the CTC on railway safety.

At the same time, the Branch researched the impact on communities affected by the Grange Report in terms of number of communities, populations, rail

capacity and major categories of dangerous goods passing through, to and from Saskatchewan points. The issue of capacity was a matter of considerable concern to the railways and major shippers because of the impact shorter trains in the mountains and lower speeds in metropolitan areas would have on reducing rail efficiency and consequently, increasing freight rates to compensate for increased rail costs. An assessment was also made of existing "hot box"detector installations in Saskatchewan with a view to assessing existing deficiencies in safety measures.

An appearance was made by the Branch at a subsequent Canadian Transport Commission (CTC) inquiry into the MacGregor Derailment. Additionally, the Branch participated in meetings of a committee of the Province initiated by CN Rail to review the issue of Environmental Spill Control Regulations and the question of possible conflict between Federal jurisdictions and the Province.

5. Freight Rates and Related Issues

The Branch provided technical assistance to Prairie Malt, a local industry, in its attempt to secure, through the public hearing process, more equitable rates on the movement of product to highly competitive world export markets.

Staff collaborated separately with Federal officials and jointly with officials of Provincial and Federal jurisdictions and the railways on the issues of reparations as a result of excessive rate levels and other legislative changes involving reparations.

6. Grain Hopper Cars

The Branch completed the administration respecting the purchase of hopper cars and Grain Car Corporation staffing. All cars are now in service.

Staff promoted through demonstration at the Farm Progress Show the effectiveness on efficiency the hopper cars will have on moving prairie grain to export market.

7. Non-Status Railway Crossings

A cost sharing agreement was concluded between the railways, Department of Rural Affairs and the CTC on the continued retention and maintenance of so called "nonstatus" railway crossings located in rural municipalities. The Agency was the major policy development and co-ordinating body.

Assistance to urban municipalities for crossing maintenance is made possible under the terms of their annual foundation grant.

Community Services Branch

A. Branch Lines

The Community Services Branch continued to be active in providing technical assistance to support railway retention committees, in preparation for the Canadian Transport Commission hearing, as well as preparing the Government's official position with respect to individual lines under review.

In the 1981-82 fiscal year, the Canadian Transport Commission, Western Division issued six decisions concerning railway abandonment applications on 170.14 miles of Saskatchewan branch lines; 137.74 miles were ordered retained for five years and are subject to further review. These decisions resulted from public hearings, five of which were held during this fiscal year. Appeals were initiated on two of these decisions and by year end one appeal was unsuccessful and the other concerning the CP Kelfield Subdivision is pending a decision from the Review Committee of the Canadian Transport Commission.

In November 1981, the Canadian Transport Commission, Western Division announced their hearing scheduled for a number of the lines under their review beginning on March 9, 1982 with the CN Cudworth Subdivision.

As a result of an announcement on February 8, 1982 by the Federal Minister of Transport, the Honourable Jean-Luc Pepin, concerning possible changes to the Crow Rate and increased revenues that would likely be made available to Railways, the Agency presented a motion at the March 9, 1982 hearing requesting adjournment of all hearings concerning grain dependent lines until the question of future grain rates and subsidies had been resolved. The hearing panel adjourned the March 9, 1982 hearing and all hearings concerning grain dependent lines were adjourned until further notice. Consequently, as of March 31, 1982, there are 12 Saskatchewan branch lines or portions of lines totalling 271.4 miles that remain under review by the Canadian Transport Commission. It is not clear at this time when the hearings will be resumed.

Abandoned lines in Saskatchewan pursuant to Canadian Transport Commission order in the period April 1, 1981 to March 31, 1982.

Subdivision	Miles	Point to Point	Effective Date of Abandonment
CP Asquith	12.2	Sonningdale to Arelee	Jan. 31/82
CN Carlton	8.1	Laird to Carlton	July 31/82
CN Corning	7.9	Corning to Handsworth	Dec. 31/82
CN Gravelbourg	6.5	Tyson to Neidpath	July 31/82
CN Meskanaw	18.4	Thatch to Meskanaw	Aug. 31/82
	53.1		

Canadian Transport Commission decisions authorizing abandonments in period April 1, 1981 to March 31, 1982.

Subdivision	Miles	Point to Point	Date of CTC Order	Effective Date of Abandonment
CP Asquith	12.1	Arelee to Sonningdale	Apr. 14/81	Amended to Jan. 31/82; appealed to His Excellency the Governor General in Council; abandonment order upheld.
CP Asquith	71.0	Urban to Arelee	Apr. 14/81	Amended to Aug. 31/82; appealed to His Excellency the Governor General in Council; abandonment order upheld.
CP Colonsay	33.3	Amazon to Colonsay	Nov. 10/81	Pending completion of connection near Amazon on CP Colonsay Sub to CN Watrous Sub; transfer of ownership of protected segment of CP Colonsay (Dilke to Amazon) to CN.
CN Dodsland	46.74	Biggar to Dodsland	Dec. 31/81	Pending completion of connection near Dodsland on CN Dodsland Sub to CP Kerrobert Sub; transfer of ownership of protected segment of CN Dodsland Sub (Dodsland to Dewar Lake) to CP.
CP Kelfield	9.9	Handel to Kelfield	Dec. 31/81	Aug. 31/82; under appeal to Review Committee of the Canadian Transport Commission; decision pending.
CP Kelfield	18.6	Brass to Handel	Dec. 31/81	Aug. 31/82; under appeal to Review Committee of the Canadian Transport Commission; decision pending.
	137.74			

Canadian Transport Commission hearing held, decisions pending period April 1, 1981 to March 31, 1982.

Subdivision	Miles	Point to Point	Date of Hearing	Notes
CN Acadia Valley	23.67	Eyre Jct. Sask.to Acadia Valley, Alta.	Oct. 29/81	
CP Furness	19.5	Epping, Sask. to Paradise Valley, Alta.	Nov. 24/81	
CP Melfort	44.5	Lac Vert to Gronlid	Dec. 31/80	Appeal to His Excellency the Governor General in Council; no decision during 81-82 period.
CP Wishart	26.9	Foam Lake to Wishart	Feb. 3/81	CTC decison not made during 81-82 period.
	114.57			

Canadian Transport Commission decisions authorizing retention in period April 1, 1981 to March 31, 1982.

Subdivision	Miles	Point to Point	Date of Decision	Notes
CN Corning	14.4	Corning to Peebles	Sept. 21/82	Ordered retained for five years; subject to further review.
CN Porter	18.0	Oban Jct. to Cando	Aug. 25/81	Ordered retained for five years; subject to further review.
	32.4			

Lines under review by the Canadian Transport Commission as of March 31, 1982.

Subdivision	Miles	Point to Point	Delivery Points Affected
CP Amulet	7.2	Crane Valley to Cardross	Cardross
CN Avonlea	21.64	Avonlea to Parry	Truax, Dummer, Parry
CN Bodo	12.0	Cactus Lake to Bodo, Alta.	Bodo, Alta.
CN Central Butte	45.9	Moose Jaw to Mawer	Grayburn
CN Chelan	13.0	Weekes to Reserve	Nil
CP Colony	25.0	Rockglen to Killdeer	Canopus, Killdeer
CN Cudworth	16.89	St. Louis to Mileage 103.25	Red Deer Hill
CN Erwood	49.15	Hudson Bay to Baden, Man.	Nil
CP Fife Lake	19.8	Coronach to Big Beaver	East Poplar, Big Beaver
CP Pennant	5.5	Hazlet to Verlo	Verlo
CN Preeceville	41.5	Preeceville to Kelvington	Lintlaw, Nut Mountain, Kelvington
CN Rhein	13.6	Hamton to Ross Jct.	Nil
	271.18		

B. Air Service

The Agency continued to be actively involved in improving air service for Saskatchewan residents.

Discussions are carried out on an ongoing basis with officials of Air Canada, Pacific Western Airlines, Norcanair and other carriers regarding timetables and frequencies of scheduled flights to, from and between Regina and Saskatoon and other regional and National destinations in order to ensure an adequate and improving level of service.

Throughout this period, the Agency was involved with a number of air related issues including Regina Air Terminal Expansion, Domestic Air Carrier Policy concerns over the implementation of new systems for Air Traffic Control, the Joint Enroute Terminal System, the Saskatchewan Air Proposal and Air Bilaterals.

The Branch, as well, has been and continued to be involved with the smaller cities in establishing air services.

In the period April 1, 1981 to March 31, 1892, there were a number of developments in the air field with specific benefits to Saskatchewan.

(a) In May 1981, Frontier Airlines of Denver, Colorado began service on their temporary two year license between Regina/Saskatoon and Minot and Denver. Excellent connections can now be made in Denver to a number of United States and international destinations. The transborder service provided by Frontier is a step towards efforts in designating airports either Regina or Saskatoon as international.

(b) In July 1981, Senator Hazen Argue announced that Federal Treasury Board approval had been received to proceed with preliminary design work on the Regina Air Terminal expansion. While this is only one stage in the development of the project it does show some progress over an issue that has been of considerable importance since the release of the Regina Airport Study in December 1977. As of March 31, 1981 the preliminary design has been completed and further developments concerning this project are expected shortly.

(c) Also, in July 1981, Aero Trades Western Ltd. inaugurated their scheduled service between Winnipeg-Prince Albert and Calgary. The Agency worked closely with the City of Prince Albert and the Chamber of Commerce in promoting the introduction of this east-west service for Prince Albert.

(d) In December 1981, the Air Transport Committee granted authority to Canadian Pacific Airlines to service Regina and Saskatoon. It is anticipated that their service will be initiated in April 1982 providing non-stop 737 jet service to Vancouver and Toronto from Regina and Saskatoon.

(e) Also in December 1981, the Air Transport Committee granted authority for a Class 3 scheduled air service to Gendall Air of North Battleford. Their service is expected to link Lloydminster-North Battleford-Saskatoon and Regina. The Agency has worked closely with the Cities of North Battleford and Lloydminster, the North West Development Council and the North Battleford Chamber of Commerce in promoting air service from this area of the Province to Regina.

C. Rail Passenger Service

On July 27, 1981, the Federal Minister of Transport, the Honourable Jean-Luc Pepin, announced unilateral cabinet action for the discontinuance of a number of rail passenger services across Canada. This position represented an unprecedented use of Section 64, Subsection 1 of the National Transportation Act that enables the Federal Cabinet to "vary rescind any order, decision, rule or regulation of the Commission" (Canadian Transport Commission). By the use of this section of the Act, the Federal Government bypassed the public in making this important decision.

In Saskatchewan, effective Novermber 15, 1981, service was discontinued between Saskatoon and Prince Albert and the Supercontinental train was discontinued between Winnipeg and Vancouver eliminating service over the CN main line between Winnipeg and Saskatoon.

The Community Services Branch was involved with co-ordinating community activities opposing the cutbacks and preparing the Provincial position. Public meetings and local community committees were set up in Melville, Moose Jaw and Saskatoon. The Branch as well worked closely with Transport 2000 on this issue.

In November 1981, the Province joined with the communities of Melville and Watrous and Transport 2000 in a legal challenge against the cutbacks. This was unsuccessful when Justice Collier of the Federal Court ruled in favour of a motion by the Federal Government to strike out our statement of claim.

As of March 31, 1982, there has been no change in the Federal position and efforts are continuing for restoration of service over the CN main line between Winnipeg and Saskatoon.

Transportation Policy Branch

1. Rail

A co-ordinated effort between the Transportation Policy Branch and the Rail Transportation Branch occurred in a few areas in the 1981-82 fiscal year.

The Canadian Transport Commission hearings on the transportation of dangerous commodities was one such area.

The Transportation Policy Branch prepared the Provincial submission and final argument, as well as attending the hearings and preparing questions for use by legal counsel in conjunction with staff of the Rail Transportation Branch.

Another area was a study of rationalization of the grain handling and transportation system of southern Saskatchewan. Various alternative methods of grain collection and distribution were identified and the staff of all branches participated in estimating the costs associated with each alternative.

The Branch prepared the initial Saskatchewan Government submission to the Canadian Transport Commission regarding the matter of their jurisdiction to disallow ownership costs on rehabilitated branch lines funded by the Federal Government.

The Branch compiled and prepared material for a Bureau of Management Improvement study regarding Provincial legislation on the handling and transportation of dangerous commodities.

The Branch is participating in a Federal/Provincial study of the adequacy of rail access to the Port of Vancouver. In the 1981-82 fiscal year the Branch attended meetings and participated on the terms of reference, proposals to consultants, evaluation criteria for choosing a project manager as well as final selection of the project manager. This work will be on-going for the next two fiscal years.

2. Grain Handling and Transportation

The Branch prepared a report on the investment in the grain handling and transportation system in the 1970's and projected investment necessary for the 1980's.

The Branch prepares a monthly, semi-annual and annual report on the performance of the grain handling and transportation system. Car unloadings, tonnes shipped and current problems are discussed in each port.

The Branch continues to act as liaison with the Grain Transportation Authority, the Grain Group, the railway companies, the grain companies and the Canadian Transport Commission bulk commodity co-ordinators at the ports.

The Branch prepared a statistical handbook on grain handling and transportation activities such as grain production, marketings and exports; a history of the country and terminal elevator systems and the rail system and an estimate of rail car requirements to 1985.

3. Ports/Marine

The Branch Director is the Saskatchewan member on the Pacific Ports Advisory Council. The purpose of the Council is to provide information on the facilities and services available at West Coast ports and to become acquainted with the economies and activities of the western provinces who are the primary users of the West Coast ports.

The Branch provided information and Saskatchewan contacts to the project manager of the Vancouver Master Plan Study.

The Branch prepared analysis and responses to the Federal Government position paper on the Arctic Marine Services Policy and the Federal legislative changes to National Ports Policy.

The Branch is an ex-officio member of the Port of Churchill Development Board and participated in the Board's quarterly meetings.

4. Statutory Grain Rates

The Branch monitored and analyzed the developing positions of grain companies, railway companies, agricultural federations, the Federal Government and other provincial governments on the Crow Rate issue.

The Branch kept a high level of communications with officials of those identified above and attended the annual meetings of the Saskatchewan Wheat Pool, Saskatchewan Federation of Agriculture, the Western Agricultural Conference and the Canada Grains Council where discussions and debate on the Crow Rate were held.

The Branch prepared a series of papers on Federal subsidies paid to the transportation, energy, agricultural and economic development sectors to assess the relative size of a potential grain transportation subsidy.

The Branch also prepared a paper on the Western rail capacity issue and assessed grain's share of that requirement.

5. Conferences

The Branch prepared briefing notes, background notes, strategy notes and speaking notes on transportation policy issues for the following conferences:

— Premiers' Conference;

— First Ministers' Conference;

— Cabinet Planning Conference;

— Grain Summit